

Chapter IV Comments and Coordination

A. Public Involvement

A public Pre-location Meeting was held at the South Valley Middle School on June 28, 2005 from 5 to 7 p.m. in which the preliminary alternatives were exhibited. Approximately 22 public officials from Liberty, Kansas City, Pleasant Valley and the Missouri Department of Transportation (MoDOT) met at 4 p.m. for an open forum discussion and brief project presentation. Sixty-seven (67) people signed the attendance register and 20 comment forms were collected at the meeting. The public meeting was held in an open-house format.

The public feedback was quite positive on the need of the project. Public concerns included funding, bike/hike trail connectivity, location of the roadway in regards to the school athletic fields, and anxiety about using roundabouts. Roundabouts were the most voiced public concern. As roundabouts are not common in this study area, many citizens are apprehensive about this type of intersection. Details concerning the public meeting and a summary of written and verbal comments are included in Appendix A.

B. Agency Coordination

1. AGENCY COMMUNICATIONS

Coordination letters requesting input and information were sent to the following resource agencies:

- U.S. Environmental Protection Agency
- U.S. Fish and Wildlife Service
- U.S. Army Corps of Engineers – KC District
- Natural Resources Conservation Service
- Federal Emergency Management Agency (no response)
- State Emergency Management Agency
- Missouri Department of Conservation
- Missouri Department of Natural Resources
- Missouri Department of Natural Resources – State Historic Preservation Office

Response letters can be found in Appendix B. A summary of agency concerns stated in those response letters is as follows:

Missouri Department of Natural Resources – State Historic Preservation Office (SHPO):

- Sites located within the Study Corridor determined to be not eligible for the National Register
- Request that possible cemetery location in the project area be monitored during construction

Missouri Department of Natural Resources (MDNR):

- Consider anticipated impacts on Little Shoal Creek and tributaries, including potential wetlands.
- Meet the requirements of the Section 106 review process to avoid or mitigate any impacts to cultural resources.
- Consider the possibility of karst features being present.
- Consider the presence of underground storage tanks in the area.

Environmental Protection Agency (EPA):

- Recommendation to set the boundaries for the socioeconomic and cumulative impact analyses at a greater distance from the work zone.

U.S. Fish and Wildlife Service (USFWS):

- No concerns. Section 7 consultation concluded.

U.S. Army Corps of Engineers (USACE):

- Department of the Army (DA) permit will be required prior to construction for discharges of fill material into waters of the U.S.

In addition, an informal meeting was held with a regulatory specialist with the U.S. Army Corps of Engineers, on December 13, 2005, to discuss potential impacts to waters of the U.S. and proposed stream relocations within the project. A summary of the Corps' concerns are as follows:

- The relocation of the unnamed tributary near Liberty Drive may be viewed as an unnecessary or avoidable impact to the wooded riparian area as compared to placing the stream in a culvert under the roadway.
- The Corps and resource agencies would prefer that mitigation for stream impacts take place along Little Shoal Creek.

State Emergency Management Agency (SEMA):

- Prior to construction, a "No-rise" certificate and statement as to the effects of possible flooding is required in conjunction with a floodplain development permit.

Missouri Department of Conservation (MDC):

- Consider the possibility of potential habitat for the Indiana bat (federal and state endangered) in the riparian and upland forests near Little Shoal Creek by preserving mature forest canopy.
- Re-vegetate disturbed areas with native plant species to minimize the impact of wildlife habitat disturbance and to minimize erosion.
- Efforts should be made to protect groundwater, and minimize erosion and sedimentation/runoff to nearby streams.

Natural Resources Conservation Service (NRCS):

- No concerns.

2. PROJECT MEETINGS

Throughout the planning process, project meetings were held with the core team to discuss items such as progress, project goals, data collection, coordination, purpose & need statement, traffic analysis, design criteria, alignments, typical cross-sections, cost estimates, bridge types and lengths, floodplain/floodways, hydrology/hydraulics, public involvement, practical design, environmental aspects, multi-purpose trail, and schedule. The core team included representatives from the following:

- City of Liberty, Missouri
- City of Kansas City, Missouri
- Liberty Public School District #53
- Economic Development Corporation of Kansas City
- Missouri Department of Transportation (MoDOT) – District 4
- Federal Highway Administration (FHWA)
- Federal Emergency Management Agency (FEMA)
- Representative from the office of Sam Graves (House of Representatives)
- HNTB Corporation

Project meetings were held on the following dates:

- December 29, 2004
- April 1, 2005
- May 6, 2005
- June 3, 2005
- July 7, 2005
- August 3, 2005
- September 7, 2005
- October 5, 2005
- November 2, 2005
- January 11, 2006
- March 8, 2006
- April 12, 2006
- May 10, 2006
- June 7, 2006

a. Pleasant Valley Meeting

The south third of the Proposed Action will travel along the east edge of the City of Pleasant Valley, and as such, a meeting was held on April 17, 2006 with the Pleasant Valley City Council, the City of Liberty, and representatives of MoDOT District 4 to present the project to the Council and discuss its relevance to the economic development of Pleasant Valley. The Council decided to further review the Draft Environmental Assessment (DEA) document and the information presented at the meeting. A formal letter was also sent to the City of Pleasant Valley inviting them to be a signatory of the DEA document (see letter dated April 24, 2006 in Appendix B). The mayor authorized the letter, indicating that the City would act as a signatory for the DEA document. In a separate meeting with MoDOT representatives on June 12, 2006, the City signed the signatory page and indicated that they would cooperate in the execution of an aerial easement agreement for the bridge over I-35, as they control the air space in that location.

